

Synthesis of Planning Issues

This Chapter represents a summary of the issues identified in each of the preceding Sections of this Technical Background Report. The issues presented here, represent opportunities, constraints, challenges, or problems facing the City of Inglewood as related to each of the topical areas to be covered in the General Plan update. The identification and assessment of issues is an important component of the planning process as it provides a basis to target resources towards the goals, policies, and implementation programs that will be incorporated into the General Plan.

The first column of the matrix below lists the issues identified in each of the respective TBR sections. Bullets are placed under the column headings *Policy* and/or *Framework* to indicate whether the issue statement may be addressed by policy, or if it provides a fact that should be considered in the update of the General Plan.

<i>Technical Background Report Issue</i>	<i>Policy</i>	<i>Framework</i>
COMMUNITY DEVELOPMENT		
Land Use		
Single-family homes are being increasingly replaced by condominiums or apartments in multi-family-zoned areas.		•
The extensive area zoned for commercial along the arterial streets competes with the maintenance of a viable downtown.		•
Many businesses along the major arterials have not been maintained and cannot provide adequate off-street parking due to inadequate lot size. The shallow lots and multiple small businesses lead to frequent curb cuts, congested streets and a lack parking.	•	
The City lacks signature development at major gateways into the City, such as Century and Manchester Boulevards from the west, and Prairie Avenue and Crenshaw Boulevard from the south.	•	
Many commercial corridors lack the amenities (streetscape, bus shelters, trees, etc.) necessary to encourage walking.	•	
Housing		
The City is experiencing a decrease in the single-family housing stock due, in part, to the demolition of older single-family homes in multi-family zones replaced by apartment or condominium development.		•
The low percentage of home owners is an issue. Only 36 percent of Inglewood residents were owners in 2000, compared to 48 percent for the County.		•
Housing availability in Inglewood is an issue. The vacancy rate for rental units declined dramatically over the last decade, from 7.1 percent in 1990 to 3.5 percent in 2000.		•
Inglewood’s housing stock is relatively old, compared to other South Bay communities. This represents a potential problem since a large number of the units are approaching the latter stages of their physical life span, which is generally associated with a more rapid rate of structural deterioration.	•	
Many homes are impacted by both direct and indirect effect of aircraft noise from LAX, which creates a major constraint to maintaining adequate housing conditions in the City.		•

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Home prices have significantly increased in Inglewood and the region since 2004, causing the purchase of many homes to be out of reach for a large portion of the City's residents.		•
Overcrowding in the City increased substantially between 1990 and 2000, reflecting an increase in population growth without a relative increase in the number of housing units to meet this need. Additionally, overcrowding indicates that there may be a lack of housing that is suitable or affordable.	•	
Economic Trends and Conditions		
The City's existing employment base, with one-third of all jobs in the services sector, has the effect of lowering the average wage of local employment opportunities.		
The City's population age, 25 years and older, has achieved markedly lower levels of higher education than the total for the South Bay Cities and Los Angeles County.		•
The City is currently witnessing leakage in most of its retail categories, with only General Merchandise performing above the Los Angeles County per capita average retail sales.	•	
In 2004, the unemployment rate in Inglewood was the second highest among the South Bay Cities at 8.3 percent, compared to 6.6 percent for Los Angeles County.		•
Manufacturing declined by 31.9 percent from an estimated 2,685 jobs in 2001 to 1829 jobs in 2004.		•
The annual average salary in the City of Inglewood declined by 4.5 percent in constant 2005 dollars from \$42,683 to \$40,773 from 2001 to 2004.		•
Per capita taxable retail sales in Inglewood were relatively low at \$5,998 amongst the cities in the South Bay; about 67 percent of the \$8,980 area average.		•
The City is generally lacking in strong regional retail centers.	•	
INFRASTRUCTURE		
Water System		
Retrofitting of Water Meters: City of Inglewood requires the replacing its water meters on all active accounts, including those for Municipal accounts (but exclude Fire Service meters). The effect of this project will be an increase in billable water consumption, thereby allowing the City of Inglewood to charge for water which is although being consumed, but has not been paid for.	•	
Sewer and Wastewater		
No issues have been identified related to sewer and wastewater.		
Storm Drains		
Local drainage problems may occur throughout the City. Staff is aware of local drainage threats such as stormwater runoff entering culverts or underground into storm sewers.		•
Lack of maintenance can contribute to the flood hazard in urban areas.	•	
Solid Waste		
The City failed to meet new waste diversion and recycling services needed to meet the State's 50 percent waste diversion goal and faces possible punitive State fines and other penalties.	•	

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Electricity		
Existing electricity services, which include transmission and distribution lines, may need to be expanded to accommodate additional growth associated with new or expanded development.		•
There is an issue of aesthetic in retaining electrical services in above-ground transmission lines.	•	
Natural Gas		
Existing natural gas service, which includes transmission and distribution lines, may need to be expanded to accommodate additional growth associated with new or expanded development.	•	
Telecommunications		
No issues have been identified related to telecommunications.		
Circulation		
While some progress has been made towards aligning intersections since the development of the previous Element, several locations still require detailed analysis and the implementation of mitigation measures or improvements if deemed necessary.		•
As a result of traffic growth in the area and the physical limitations found along several major roadway facilities, some neighborhoods are experiencing problems with “cut-thru” traffic, or vehicles utilizing less congested neighborhood streets to bypass areas of congestion on more heavily traveled facilities. This situation degrades the surrounding neighborhoods in terms of quality of life and creates possible dangerous conditions.	•	
Contrary to the City’s Downtown Street Design Study which recommended the conversion of both La Brea Avenue and Market Street into directional one-way thoroughfares, currently, both streets still operate as two-directional facilities with La Brea Avenue bearing the brunt of overall growth in traffic volumes.	•	
Crenshaw Boulevard has seen a substantial increase in traffic volumes due to the completion of a freeway interchange with the Glenn Anderson Freeway (I-105), located immediately south of the City of Inglewood. This situation is magnified by the absence of a direct freeway interchange along either Western Avenue or Prairie Avenue, the two major north/south roadway facilities located on either side of Crenshaw Boulevard.		•
The current revision of the LAX Master Plan is expected to include several significant improvements to roadway facilities such as Arbor Vitae Avenue, Century Boulevard, La Cienega Boulevard, Aviation Boulevard and Lennox Boulevard. These improvements will greatly affect the current traffic distribution across the City.	•	•
Currently, the City does not have either a bicycle plan or any existing dedicated bicycle routes.	•	
Several areas of the City are currently experiencing issues regarding the lack of on-street parking. This may be the result of insufficient roadway right-of-way to accommodate growth in traffic volumes without sacrificing parking.	•	
COMMUNITY SERVICES		
Schools		
The District has nine elementary schools and one middle school on year-round track, in order to relieve overcrowding within the district, as five elementary schools, one middle school, and one high school are over 90 percent of their enrollment capacity.		•

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There is a demonstrated need for pre-schools in the Inglewood District, as indicated by waiting lists.		•
District enrollments are expected to increase in the Hollywood Park area and related attendance boundaries.		•
As stated above, school enrollments are expected to increase, but there are no plans to construct new schools to meet these future needs.		•
Recreation and Parks		
The City provides a low ratio of parkland to residents. While the northern and northeastern parts of Inglewood are adequately served by parks having recreational facilities; the southern and southwestern parts are not served by comparable facilities.	•	
Given the limited potential for new parkland acquisition, attention should continue to focus on improving access to and increasing the availability of recreational opportunities.	•	
The Senior Center is crowded beyond capacity. A new Senior Center has been planned and approved; however, a funding source has not been identified.		•
Land acquired by the City in the southern and southwestern parts of the City with aircraft noise mitigation funds should be explored for recreational opportunities.	•	
Library Services		
Overall library usage has been declining for the past two years.		•
ENVIRONMENTAL RESOURCES		
Biological Resources		
While there is currently no federal or state listed species in the City, if one were to be identified at a later date, it could impact redevelopment activities within the City.		•
Hydrology and Water Quality		
Increasing urbanization will increase impervious surfaces, increasing stormwater runoff and sedimentation, thereby triggering potential decreases in water quality.		•
Topography and Hillsides		
The City does not currently have regulations or policies to mitigate potential hazards, including landslides that could result from development in areas of the City with increasing gradients (i.e. Baldwin Hills area).	•	
Visual Resources		
Prairie Avenue has the potential to become a strong visual resources; however, large unscreened parking lots, lack of street improvements including a median parkway landscaping and onsite landscaping and buffers contribute to lack of visual appeal along the corridor for pedestrians and vehicles.	•	
Vacant store fronts and lack of maintenance along some of the City's major corridors such as Imperial Highway create visually unappealing environments.	•	
Historical and Cultural Resources		
The City lacks a local register of historical resources or a historic preservation ordinance to protect and promote preservation of the City's historic resources.		•
The City has not performed local surveys or studies that evaluate resources outside of the downtown area that may be historically significant.		•
Many of the commercial properties with historic value are vacant or contain businesses which are marginal or underutilized.	•	

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The pressure for redevelopment continues to threaten historic residential and commercial structures within the City.		•
A large number of the existing historic areas have been negatively affected by incompatible architectural designs that do not acknowledge the historical context of surrounding development.		•
Inglewood has limited venues suitable for the presentation of professional quality visual and performing artists.	•	
The City of Inglewood is noted for sports and entertainment but lacks recognition for artist cultural opportunities	•	
Air Quality		
The City lacks planning programs that reduce the length and or number of vehicle trips and encourage residents to work locally, rideshare, telecommute, or use alternative forms of transportation.	•	
The City lacks policies that discourage sensitive receptors near Interstates 405 and 105.	•	
COMMUNITY SAFETY AND HAZARDS		
Geology, Soils, and Mineral Resources		
No issues have been identified related to geologic or mineral resources.		
Seismic Hazards		
The City of Inglewood is located within a seismically active region. Therefore, existing and future developments within the City are likely to be subject to potential seismic hazards, including subsidence, landsliding, and liquefaction depending on their location.	•	
Many public buildings, including the Civic Center, Inglewood Police Headquarters, County Superior Court Buildings and private institutions were designed or built prior to 1973 lack seismic retrofitting.	•	
Flood Hazards		
Inglewood is highly urbanized and the majority of the ground coverage consists of impervious surfaces, which can lead to an increase in volume and velocity of runoff after a rainfall event, increasing the potential for flood hazards.		•
The City lacks a plan to address mitigation in areas of historical flooding during large storm events.	•	
Fire Hazards		
The older housing stock of the City could pose a fire hazard if upgraded fire prevention devices have not been installed.	•	
Hazards Materials		
With major freeways and truck routes that traverse the City, hazardous materials are routinely transported through the City.		•
Police Services		
The existing Police Department is insufficient to accommodate the staffing and equipment that it currently has and needs. The Department has been using City Hall to house some of its divisions.	•	
Fire Services		
No issues have been identified related to fire services.		
Emergency Preparedness		
No issues have been identified related to emergency preparedness.		

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Noise		
New development will likely further increase the number of noise sources within the City.		●
Land uses located along major arterial streets and in proximity to Interstates 405 and 105 are exposed to traffic-related noise levels of 70 dBA (CNEL) or more.	●	
Residential neighborhoods will be exposed to noise generated by LAX in excess of 65 dBA CNEL..	●	